

CHAPTER 608

SYSTEM 463L PALLETS AND NETS

A. GENERAL

1. This regulation establishes responsibilities and guidelines for the DOD system 463L asset acquisition, control, funding, handling, ITV, maintenance, management, training, disposition, and accountability. System 463L assets are critical components of the airlift portion of the DTS. Maintenance of readiness capability requires strict management of these assets. In normal operations, they maximize available airlift capability and reduce aircraft ground time by allowing for load planning and pallet buildup prior to aircraft arrival. During contingency situations, their availability at the right place and time can be the determining factor in mission success or failure.
2. The DOD manages pallets and nets under two different systems. One system covers WRM and the other manages routine (daily) air cargo operational assets. The Air Force Materiel Command (AFMC) manages pallets and nets, under established readiness authorizations, as WRM. These assets are separate and distinct from daily operational pallet and net levels and are subject to controls in Chapter 609. Operational levels must be managed and reported as prescribed in Chapter 610. Throughout this regulation, unit refers to a squadron in the US Air Force. For other Services, a unit can equate to an installation level organization.
3. The DOD will ensure proper management of all DOD intermodal platforms, including, 463L pallets, nets, and associated equipment.
4. CDRs will:
 - a. Ensure system 463L pallet management is carried out in the area of responsibility.
 - b. Provide for control, expeditious download, and return of 463L pallets, nets, and tiedown equipment entering the theater.
 - c. Monitor air pallet and net inventories. Ensure 463L equipment is returned to the DTS within three days of equipment being delivered to the final destination. Report damaged and lost equipment IAW this Regulation.
5. USTRANSCOM will:
 - a. Manage system 463L pallets and nets policy and procedures in this regulation.
 - b. Through the Components, assist the contingency pallet and net asset recovery process by providing personnel and equipment resources to recover, inspect, and clean pallets and nets for return to the airlift system or for shipment to the depot for repairs.
 - c. Work with the Supported CDR to establish procedures for the management and recovery of 463L pallets and nets in the theater.
6. Officials at HQ, United States Air Force Deputy Chief of Staff Installations and Logistics will review and approve policy, programming, and budget packages pertaining to 463L pallets and nets.

7. AMC will:
 - a. Serve as the DOD single operational manager of system 463L equipment worldwide.
 - b. Provide management oversight for the 463L program management office.
 - c. Manage and control all 463L assets from origin to final destination to include return or allocation of 463L assets within a theater of operations.
 - d. Manage a global 463L asset data base to provide inventory, accountability, tracking, visibility services, and support.
8. System Program Manager (SPM) and Inventory Manager (IM). The DOD Office of Primary Responsibility for all matters concerning 463L system pallet and net management is the SPM, Warner Robins Air Logistics Center (WR-ALC)/LES. WR-ALC/LES maintains IM responsibility for 463L pallets and nets. These managers will:
 - a. Review and approve War Reserve Material (WRM) pre-positioning locations and levels.
 - b. Distribute new production and depot-repaired pallets in coordination with Air Force Major Commands (MAJCOM), Army Major Commands (MACOM), and DOD Component pallet and net monitors.
 - c. Identify and redistribute excess assets to fill shortages in coordination with MAJCOM/MACOM and DOD Component pallet and net monitors.
 - d. Review and approve or disapprove requests for redistribution of WRM assets.
 - e. Provide special shipping instructions for redistribution actions.
 - f. Chair the biennial Worldwide 463L System Pallet and Net Conference.
 - g. Chair the 463L System Pallet and Net Working Group.
 - h. Track both Worldwide 463L System Pallet and Net Conference and Working Group action items, pursuing satisfactory resolution.
 - i. Approve or disapprove requests for permanent modifications to 463L pallets for specialized transportation purposes.
 - j. Compile quarterly pallet and net inventory reports into a DOD worldwide operational and WRM pallet and net status report.
 - k. Coordinate with contracting, procurement, acquisition, and budget representatives to surge pallet and net repair and purchasing contracts should contingencies warrant such actions.
 - l. Oversee the preparation and revision of all commercial contracts pertaining to the design, acquisition, and repair of 463L pallets and nets.
 - m. Review and approve annual pallet and net requirements submissions to ensure that DOD component activities correctly accomplish the pallet and net validation process, and that each

submission represents the minimum essential number of assets required to accomplish the mission.

- n. Request an immediate baseline inventory of pallet and net assets (compilation of most recent reports maintained at unit level) upon notification of an impending conflict or contingency situation.
 - o. Redistribute assets during a conflict or contingency to satisfy urgent, mission essential requests for additional pallets and nets.
 - p. Review supplements to this regulation.
9. MAJCOM/MACOM and other DOD Components Pallet and Net Monitors will:
- a. Control, maintain, and report operational and WRM pallet and net assets IAW the guidelines and precepts established in this regulation and Technical Orders (TO).
 - b. Develop, obtain approval for, publish, update, and distribute supplements to this regulation.
 - c. Using inputs from subordinate organizations, compile and submit quarterly reports.
 - d. Annually revalidate and revise operational and WRM pallet and net requirements.
 - e. Ensure and document, on the annual revalidation, that requirements submitted are the minimum essential required to accomplish the mission, by verifying that subordinate activities are adhering to pallet and net requirements determination procedures.
 - f. Coordinate with the IM on all inter-MAJCOM/MACOM or inter-DOD Component redistributions.
 - g. Redistribute assets to reduce significant overages and fill shortages.
 - h. Ensure installation level pallet and net repair capabilities are established.
 - i. Report overages, shortages, or urgent requirements to the IM.
 - j. Comply with directives pertaining to the responsibility for loss, damage, and destruction of public property in management, control, and use of 463L pallets and nets. Ensure unit pallet and net managers comply with TOs 35D33-2-2-2, Instruction with Parts Breakdown -- 463L Air Cargo Pallets, Types HCU-6/E and HCU-12/E and 35D33-2-3-1, Maintenance and Repair Instructions -- Air Cargo Pallet Nets, HCU-7/E, I, Side, HCU-15/C, II, Top, HCU-11/C, III, Side, HCU-16/C, IV, Top and take action if pallets and nets are damaged or destroyed due to negligence.
 - k. Perform spot checks to fully evaluate a subordinate activity's pallet and net requirements determination process.
 - l. Follow up on inspection or audit findings on pallet and net management and take corrective action.
 - m. Make assets available to organizations that do not possess WRM pallets and nets but require them for deployments, Special Assignment Airlift Missions (SAAM), or exercises.

- n. Delete permanently modified pallets from the 463L pallet inventory and discontinue reporting them in the quarterly reports.
- o. At the onset of a conflict or contingency, be prepared to compile and submit an immediate baseline inventory of both operational and WRM assets (using data from reports maintained at unit level), if directed by the SPM or IM.
- p. During a conflict or contingency, be prepared to release 463L assets to support increased worldwide airlift requirements.
- q. During a conflict or contingency, use assets from MAJCOM/MACOM or DOD Component WRM and operational stockpiles before requesting additional assets.
- r. Immediately notify the SPM or IM and request assistance if 463L assets are not available for missions supporting conflict or contingency operations.
- s. Take action to ensure deployed organizations return pallet and net assets to the airlift system as soon as practical upon arrival at their final deployed destination during a conflict or contingency.
- t. Update pallet and net records to reflect gains or losses as a result of redistribution actions during a contingency or conflict.

10. Organization Pallet and Net Managers will:

- a. Control, maintain, and report pallets and nets IAW this regulation, its supplements, and referenced TOs.
- b. Conduct inspections to ensure proper use and storage of WRM pallets and nets, as required in TO 35D33-2-2-2 and TO 35D33-2-3-1.
- c. Conduct a physical inventory of operational pallets and nets as required by the MAJCOM/MACOM or DOD Component pallet and net monitor. Submit the results to the MAJCOM/MACOM or DOD Component monitor.
- d. Revalidate requirements at least annually and document that they are the minimum required to accomplish the mission.
- e. Provide a clear audit trail for pallet and net losses or gains.
- f. Control and account for WRM assets.
- g. For units not possessing WRM pallets and nets, coordinate with the MAJCOM/MACOM or DOD Component pallet and net monitor to obtain pallets and nets for unprojected deployments, SAAMs, and exercises.
- h. Adhere to shipping instructions prescribed in referenced TOs when preparing to ship assets.
- i. Ensure that unit personnel are aware that WRM pallet and net assets must be returned to the airlift system immediately upon arrival at the final deployed destination. Require a one-for-one exchange for all pallets and nets when practical. Note all exceptions to the one-for-one exchange policy in a control log or other audit trail formats.

- j. Conduct investigations of unexplained pallet and net losses. Forward results to the MAJCOM/MACOM or DOD Component pallet and net monitor.
- k. Scrutinize over-the-road movement of pallets to reduce the possibility of damage.
- l. Monitor installation-level repair of pallets and nets and condemnation of nets.
- m. Advise personnel of the potential for disciplinary action if pallets and nets are damaged or destroyed due to negligence.
- n. In the event of a conflict or contingency, be prepared to ship, on short notice, large quantities of serviceable pallets and nets to other organizations at the direction of the MAJCOM/MACOM or DOD Component pallet and net monitor.

B. OWNERSHIP AND FUNDING

Although pallets and nets may be authorized to, and in the custody of, any Service or DOD Agency, they are Air Force property, funded and procured by AFMC.

C. PALLET AND NET TECHNICAL ORDERS

- 1. The following TOs detail the maintenance, use and repair of 463L air cargo pallets and nets:
(<https://www.toindex-s.wpafb.af.mil>)
 - a. TO 35D33-2-2-2, 463L Air Cargo Pallets, Types HCU-6/E and HCU-12/E.
 - b. TO 35D33-2-3-1, Air Cargo Pallet Net, HCU-7/E, I, Side, HCU-15/C, II, Top, HCU-11/C, III, Side, HCU-16/C, IV, Top.
 - c. TO 36M-1-141, Operator and Operation Instruction -- Materials Handling Equipment System Components of 463L.
 - d. TO 00-110N-16, Equipment Authorized for Use with Nuclear Weapons.

D. MODIFICATION OF 463L PALLETS AND NETS

The IM may approve requests for modifications to pallets for specialized transportation purposes. The DOD Components must remove these permanently modified pallets from their inventory and discontinue accounting for them.

E. ASSOCIATED EQUIPMENT

- 1. Appendix G itemizes this equipment by nomenclature and national stock number. Secure cargo to the aircraft floor using tiedown equipment organic to the aircraft or provided by the local air terminal. However, to secure cargo to pallets, units must procure and control their own pallet couplers, plastic coverings, tiedown equipment (less nets), and dunnage and/or shoring. It is not the responsibility of the local air terminal to provide this tiedown equipment to deploying units. Tiedown equipment is subject to one-for-one exchange. TO 13C2-1-1, Cleaning, Repair And Test Instructions for Cargo Tie - Down Equipment, provides cleaning and maintenance instructions for tiedown equipment.

2. Units and shippers will program and fund the acquisition of tiedown equipment to move their shipments on 463L pallets to preclude work stoppages or cancellation or delay of missions.

F. AUTHORIZED USES FOR PALLETS AND NETS

1. Using pallets and nets for any purpose other than pre-palletizing and transporting cargo for airlift is strictly prohibited. Contingencies do not change this fundamental policy.
2. Pallets and nets interface with the aircraft's cargo restraint system with extremely close tolerances. They are easily damaged when used for other than their intended purposes. For that reason, units will not palletize cargo for movement by surface modes of transportation, except during inspections/exercises or for special programs. Units must request a waiver through their Service pallet and net monitor and to the special programs program manager. If over-the-road movement of built-up pallets is authorized, transporters must ensure adequate three-point dunnage is used, as outlined in TO 35D33-2-2-2.
3. Remove cargo from pallets immediately upon receipt and return the pallets and nets (cleaned and stacked IAW TO 35D33-2-2-2 and TO 35D33-2-3-1) to the nearest airlift site as soon as possible. Organizations must also remove cargo from built up 463L pallets if that cargo is diverted for movement between locations via a surface mode of transportation. Cargo may remain palletized if being moved over the road to another location for eventual airlift or delivery to the ultimate consignee. Refer to Chapter 609, Paragraph H, for guidance on accountability of WRM pallets and nets.

G. REPAIR LEVELS

1. Local Repair.
 - a. Pallets. Pallets are repairable at unit or depot level. Unit personnel can repair many types of damage to pallets. Do not dispose of condemned pallets at the unit level unless directed by the MAJCOM/MACOM or DOD Component pallet and net monitor. Report authorized condemnations on the quarterly report. (Format is provided at Appendix F). TO 35D33-2-2-2 further defines repair and condemnation criteria.
 - b. Nets. Return all nets identified for installation level repair to serviceable condition as expeditiously as possible. TO 35D33-2-3-1 outlines the criteria for net maintenance and repair. When multiple repair options exist, determine the means of repair based on the priority of the requirement. If local repair is not feasible, contact other installations in the vicinity to determine if they have the repair capability and can accommodate one-for-one exchanges. If there are no repair facilities available locally, or it is not cost effective to establish repair facilities, contract repair is an alternative. If none of these repair options are feasible, request disposition instructions from the MAJCOM/MACOM or DOD Component pallet and net monitor.
2. Depot-Level Repair: The IM provides shipping instructions and fund cites for the transportation of all depot repairable pallets and nets. Prepare, mark, and label repairable pallets to be consigned to the depot repair facility IAW with TO 35D33-2-2-2. Prepare and ship nets to the depot IAW TO 35D33-2-3-1.
 - a. Pallets. Do not allow depot repairable pallets to accumulate at installations. Do not ship or transfer damaged pallets without the proper condition tags. Identify them with the DD Form

1577, Unserviceable (Condemned) Tag-Materiel, Figure 608-1 or DD Form 1577-2, Unserviceable (Reparable) Tag-Materiel, Figure 608-2. Send large quantities of reparable pallets directly to the contractor's repair facility using shipping instructions provided by the IM through the MAJCOM/MACOM or DOD Component pallet and net monitor. When practical, turn in reparable pallets to the closest AMC APOE for a one-for-one exchange. Outside the CONUS, turn in reparable pallets IAW TO 35D33-2-2-2.

- b. Nets. Nets may be shipped off installation to a repair facility if the quantity exceeds the capability of the local maintenance fabrication shop, or equivalent. The depot repair facility will handle all repairs not within the maintenance capability of the installation or unit. Ensure nets are dry, enclose them in vapor proof barriers, and ship to depot repair facilities. Attach the condition tag to an outer surface of the shipping container.

H. ONE-FOR-ONE EXCHANGE

Pallets and nets are subject to one-for-one exchange. For accountability and audits, installation pallet and net managers must note all exceptions to the one-for-one exchange policy in the control log (Appendix I).

I. WORLDWIDE 463L PALLET AND NET CONFERENCE

The WR-ALC General Purpose Vehicle Section (WR-ALC/LES) will conduct and chair a Worldwide 463L Pallet and Net Conference on a biennial basis. The conference charter is to review worldwide pallet and net requirements, evaluate inventories, report new technological advances, and address any issues impacting effective management of pallets and nets. Invitees include representatives from all MAJCOMs/MACOMs and DOD Components authorized operational or WRM pallets and nets. WR-ALC/LES will convene a separate 463L Pallet and Net Working Group during the off years, as necessary, to discuss and resolve problems identified by the users and to lay the groundwork for the biennial worldwide conference. The working group includes representatives from HQ Air Force, Materiel Management and Policy Division (HQ USAF/ILGP); Warner Robins Air Logistics Center, Vehicle Management Directorate (WR-ALC/LE); USTRANSCOM; each DOD Component; and HQ AMC/A4TV. The SPM may invite other agencies to attend if the agenda topics indicate their participation is warranted.

J. AF SECOND DESTINATION TRANSPORTATION (SDT)

AF pallet and net monitors will compile and file their Command SDT requirements for the next fiscal year in the WR-ALC/SEV Consolidated Analysis Reporting System on the 1st of August each year.

WARNING: Unauthorized persons removing, defacing, or destroying this tag may be subject to a fine of not more than \$1,000 or imprisonment for not more than one year or both (18 USC 1361)	FSN, PART NO AND ITEM DESCRIPTION		UNSERVICEABLE (CONDEMNED) TAG-MATERIEL	
			INSPECTION ACTIVITY	CONDITION CODE H
			REASON OR AUTHORITY	
	SERIAL NUMBER / LOT NUMBER		INSPECTOR'S NAME OR STAMP AND DATE	
	UNIT OF ISSUE	QUANTITY		
REMARKS				

DD Form 1577, OCT 66

Figure 608-1. DD Form 1577, Unserviceable (Condemned) Tag-Materiel

WARNING: Unauthorized persons removing, defacing, or destroying this tag may be subject to a fine of not more than \$1,000 or imprisonment for not more than one year or both (18 USC 1361)	FSN, PART NO AND ITEM DESCRIPTION		UNSERVICEABLE (REPARABLE) TAG - MATERIEL	
			INSPECTION ACTIVITY	CONDITION CODE
			REASON FOR REPARABLE CONDITION	
	SERIAL NUMBER / LOT NUMBER	UNIT OF ISSUE	REMOVED FROM	
	CONTRACTOR OR PURCHASE ORDER NO.	QUANTITY	INSPECTOR'S NAME OR STAMP AND DATE	
	REMARKS			

DD Form 1577-2, OCT 66

Figure 608-2. DD Form 1577-2, Unserviceable (Reparable) Tag-Materiel